



NAVY MEDICINE
World Class Care...Anytime, Anywhere

EQUIPMENT MANAGEMENT MANUAL

NAVMED P-5132

CHANGE TRANSMITTAL 3

NAVMED P-5132
Equipment Management Manual
CHANGE TRANSMITTAL 3

7 Apr 2014

To: All BUMED Budget Submitting Office 18

1. **This Change** revises section 4, Fleet Support.
2. **Summary of Changes**. Equipment requested under \$100,000 must be requested on a NAVMED 6700/19. Equipment requested over \$100,000 must be requested on a NAVMED 6700/18. Requested equipment packages must first be approved by the Commander, Military Sealift Command before being forwarded to the T-AH Program Manager at Naval Medical Logistics Command (NAVMEDLOGCOM) for processing.
3. **Action**
 - a. Remove pages i and ii of the Contents page and replace with like-numbered pages. Remove section 4 and replace with like-numbered page.
 - b. Record this Change 3 in the Record of Changes Page.



M. L. NATHAN
Chief, Bureau of
Medicine and Surgery

RECORDS OF CHANGES PAGE
NAVMED P-5132, EQUIPMENT MANAGEMENT MANUAL

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EQUIPMENT MANAGEMENT MANUAL

CONTENTS

SECTION 1	GLOSSARY	<u>PAGE</u>
Article 1-1	Abbreviations	1-1
SECTION 2	CLASSIFICATION OF PERSONAL PROPERTY	
Article 2-1	General.....	2-1
	1. Property, Plant, and Equipment (PP&E).....	2-1
	2. Personal Property	2-1
Article 2-2	Categories of Personal Property	2-1
	1. Personal Property	2-1
	2. Special Considerations Regarding “Systems”	2-2
	3. Leases	2-2
	4. Personal Property in the Possession of Contractors	2-2
Article 2-3	Accountability Requirements for Personal Property	2-2
	1. Establishment of Accountability.....	2-2
SECTION 3	ACQUISITION OF EQUIPMENT	
Article 3-1	Standardization Procedures	3-1
	1. General.....	3-1
Article 3-2	Excess Equipment.....	3-2
	1. General.....	3-2
	2. NAVMEDLOGCOM	3-2
Article 3-3	Equipment Program Review Committee (EPRC) and Approval Process	3-2
	1. EPRC.....	3-2
	2. EPRC Composition	3-2
	3. EPRC Responsibilities.....	3-2
	4. Approval Thresholds and Requirements	3-3
Article 3-4	Equipment Requiring Special Procedures	3-5
	1. Frequency Allocation	3-5
	2. Material Handling Equipment (MHE)	3-5
	3. Leased Equipment	3-5
	4. Civil Engineering Support Equipment (CESE).....	3-6
	5. Visual Information (VI) Equipment.....	3-6
	6. Information Systems (IS) Equipment.....	3-6
	7. Clinical Investigation Program (CIP) Equipment	3-7
	8. MWR Equipment	3-7
	9. RDT&E Equipment	3-7
	10. Medical Imaging Equipment	3-7
Article 3-5	Budgeting and Funding for Other Procurement (OP) Appropriation Medical/Dental Equipment	3-7
	1. BUMED Activities	3-7

EQUIPMENT MANAGEMENT MANUAL

SECTION 3	ACQUISITION OF EQUIPMENT (Continued)	<u>PAGE</u>
Article 3-6	Procedures for Purchasing Medical/Dental Expense Equipment	3-8
	1. General.....	3-8
	2. Responsibilities.....	3-9
	3. An Acquisition Control Number (CAN)	3-9
Article 3-7	Ordering and Receiving	3-9
	1. General.....	3-9
	2. Requisitions.....	3-10
	3. Receiving Procedures	3-11
SECTION 4	FLEET SUPPORT	
Article 4-1	General.....	4-1
	1. General.....	4-1
	2. Ship Maintenance (SHIPMAIN) Modernization Entitled Process	4-2
	3. Engineering Support.....	4-2
	4. Hospital Ships (T-AH).....	4-3
SECTION 5	COLLATERAL EQUIPMENT REQUIRED TO INITIALLY OUTFIT NAVY MEDICAL AND DENTAL CONSTRUCTION PROJECTS	
Article 5-1	General.....	5-1
	1. Collateral Equipment (CE).....	5-1
	2. OP-Funded Equipment Approval	5-1
Article 5-2	Responsibilities	5-1
	1. Bureau of Medicine and Surgery (BUMED).....	5-1
	2. Health Facility Planning and Project Officer (HFPPO)	5-1
	3. Activity Commanding Officer.....	5-1
SECTION 6	TEST AND EVALUATION OF MEDICAL AND DENTAL EQUIPMENT	
Article 6-1	General.....	6-1
	1. Nature of Medical and Dental Equipment.....	6-1
	2. Conditions.....	6-1
	3. Vendors	6-1
Article 6-2	Procedures	6-1
	1. Requests	6-1
	2. Equipment Gain.....	6-1
Article 6-3	Conditions for Test and Evaluation	6-2
	1. Approval	6-2
	2. Vendor Agreements	6-2

SECTION 4. FLEET SUPPORT

<u>Article</u>	<u>Subject</u>	<u>Page</u>
4-1	General	4-1

- References:
- (a) COMNAVSURFLANTINST 6000.1
 - (b) COMNAVAIRINST 6000.1
 - (c) OPNAVINST 4790.4
 - (d) NAVSEAINST 4790.8
 - (e) Provisioning, Allowance & Fitting-Out Support (PAFOS) Manual (NOTAL)
 - (f) COMFLTFORCOMINST 4790.3
 - (g) COMFLTFORCOMINST/COMPACFLTINST 6700.13

Article 4-1

General

1. This section provides a brief description on manuals and policies used for the Fleet Equipment Maintenance Program.

a. References (a) and (b) direct and summarize requirements for developing and maintaining a viable repair capability. These references ensure optimum equipment readiness in support of operating forces.

b. Reference (c) details the ships' Maintenance and Material Management (3M) System, which is a management process that provides efficient and uniform methods for conducting and recording preventive, alterative, and corrective maintenance. Preventive maintenance actions are those actions intended to prevent or discover functional failures. Alterative maintenance is the performance of authorized changes or modifications to upgrade or change the design of installed equipment. Corrective maintenance is action taken to fix equipment that has failed or is not working to desired performance standards. The Planned Maintenance System (PMS) and Maintenance Data System (MDS) tools are provided to manage a ship's maintenance projects.

c. Reference (d) details how the 3M System is designed to provide ships and applicable shore stations with a simple and standard means for planning, scheduling, controlling, and performing maintenance on all shipboard systems and equipment. The primary objective of 3M is to manage shipboard maintenance in a manner that will

result in maximum equipment and system operational readiness. Reference (c) assigns 3M responsibilities to Naval Sea Systems Command (NAVSEASYS COM) Field Activities, Systems Commands (SYSCOMS), and Bureau of Medicine and Surgery (BUMED)/Naval Medicine Logistics Command (NAVMEDLOGCOM) for providing support.

d. Reference (e) is an authoritative document that lists equipment/components verified by a ship's Configuration Data Manager (CDM) to be installed on a ship to perform its operational mission. Included are the repair parts and special tools required for operation, overhaul, and repair of equipment/components. Also included are the Operating Space Items (OSI) consumable necessary for safety, care, and upkeep of the ship. The Coordinated Shipboard Allowance List (COSAL) provides technical and supply information making it an Integrated Logistics Support (ILS) document and contains the applicable Allowance Parts List (APLs) and Allowance Equipage Lists (AELs).

e. Senior Medical Department Representative (SMDR). Ship's medical officers or SMDR can request APL changes from NAVMEDLOGCOM's Operational Forces Support Directorate, Engineering Support. The Fleet APL Information can be accessed at https://gov_only.nmlc.med.navy.mil/int_code04/internal-code04-apl.asp.

2. Ship Maintenance (SHIPMAIN) Modernization Entitled Process

a. Reference (f) discusses the SHIPMAIN Modernization Entitled Process, which represents sweeping changes in the modernization of U.S. Navy ships. The goal of the Entitled Process (EP)

is to populate the President's budget with approved, fully funded alterations which have been selected based on technical, war fighting, readiness, and cost benefits while using a structured process involving Type Commanders (TYCOMs) and senior Office of the Chief of Naval Operations (OPNAV) decision makers. The submission step is designed to ensure that good ideas enter the process, while duplicate ideas or ideas with no apparent benefit are removed.

b. The entitled process uses three stakeholder decision boards, one each at the Captain (O-6), Rear Admiral (1- and 2-star), and Vice Admiral (3-star) levels. Voting members of the boards include TYCOM and OPNAV organizations, as well as the Assistant Secretary of the Navy (ASN) (Research, Development and Acquisition (RDA)) to ensure continuity throughout various acquisition programs. Once a Ship Change Document (SCD) is approved, it becomes part of the Hull Modernization Plan (HMP) and is incorporated into the Baseline Authorized Work Package, to be completed during a scheduled CNO availability period.

c. The SHIPMAIN Modernization Process:

(1) Reduces over 40 alteration types into two categories, Fleet TYCOM alterations and Program (Systems Command or Program Executive Office) alterations.

(2) Streamlines and consolidates a number of existing modernization practices, processes, meetings, and support documents.

(3) Presents a single, hierarchical decision-making process for modernizing surface ships and aircraft carriers.

d. The SHIPMAIN process begins with an idea that is entered into a web-enabled database, known as the Navy Data Environment (NDE). Anyone with an NDE account can submit ideas into the entitlement process (EP) using a new, consolidated SCD. NDE is mandated by the Chief of Naval Operations (CNO) and owned and managed by NAVSEASYS.COM.

e. There are several modules inside the NDE that manage total logistics from cradle to grave, beginning from an idea growing into a requirement. This requirement is tracked from

development of a Technical Data Package which is part of the procurement package to procurement. A Cost Benefit Analysis is performed throughout the EP that tracks the total life cycle cost enabling associated cost savings to the Government.

f. Afloat Master Planning System (AMPS) is another module in the EP. AMPS capture all logistics data for ships alterations that ensure the appropriate subject matter experts are given the proper levels of review and approvals. This module also provides users with systems, modality and process ownership.

g. The Integrated Logistics Support (ILS) module details structure, electrical, parts, hotel services, training requirements, human systems integration, and parts and maintenance requirements for all aspects of alterations.

h. Fleet Modernization Module is the module that allows visibility for all alterations to be performed onboard ships.

3. Engineering Support. The Engineering Support Section of the Operational Forces Support Directorate provides equipment technical documentation to the operational forces around the world. Biomedical Engineers, Biomedical Equipment Technicians (BMETs), and Logistics Management Specialists provide deliverables such as: APL; Technical Manual assignment for Commercial Off-the-Shelf (COTS) manuals for inclusion in the COSAL for equipment listed on the Authorized Medical Allowance and Authorized Dental Allowance Lists (AMAL/ADAL), as assigned per the configuration of each hull. Engineering support is provided to the Program Executive Offices (PEOs) and Government Furnished Equipment Program Managers (GFEPs) to meet shipbuilding schedules of the NAVSEASYS.COM for new construction of all ship classes as well as refueling complex overhauls for aircraft carriers. Technical feedback reports and PMS development review are vital to the equipment life cycle and are reviewed by the Engineering Support Section for inclusion in the Force revisions for PMS.

a. For additional information regarding Fleet Engineering Support, contact fleetequipmentengineeringssupport@med.navy.mil.

b. Additional points of contact include:

(1) In Service Engineering Agent (ISEA): (301) 619-3079.

(2) T-AH Engineering Support: (301) 619-3093 (USNS Comfort) and (301) 619-6269 (USNS Mercy).

(3) Aircraft Carriers: (301) 619-7003.

(4) Amphibious/Surface Ships: (301) 619-7007.

(5) All other ships: (301) 619-8790.

4. Hospital Ships T-AH

a. The Hospital Ships are the T-AH 20 USNS Comfort and the T-AH 19 USNS Mercy. NAVMEDLOGCOM provides equipment engineering and procurement for the T-AH program under the direction of BUMED. Requests are made by the Commander, Military Sealift Command (COMSC).

b. Equipment requested under \$100,000 must be requested on a NAVMED 6700/19. Equipment requested over \$100,000 must be requested on a NAVMED 6700/18. Requested equipment packages must first be approved by COMSC before being forwarded to the T-AH Program Manager at NAVMEDLOGCOM for processing.